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your membership has EXPIRED !!

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To those who have paid...

THANKS for your support.

We're STILL RUNNING STRONG!





William E. Olson, editor. 842 Mission Hills Lane, Worthington, Ohio 43085

I take it that the message on page 1 is sufficiently clear. As of the first week of October, there were some 350 members of this Club; however, of this number only 90 had paid, including 14 new members. In other words, 74% of the members have not paid. I didn't much want to devote a whole page to another dunning, but decided I needed to make sure the message would be seen. It appears that several people with whom I've spoken or corresponded recently just didn't know they were supposed to renew. I thought this had been made clear as long ago as the July issue, and was surprised, but it is slowly dawning on me that some people just eyeball the ads and ignore the rest.

The first issue of Volume III (September) was sent out to each member, irrespective of whether he had paid or not, on the assumption that he would renew. This issue is sent out on the same assumption. It should be plain, however, that this policy cannot be continued unless renewal payments are made.

The next issue will not be sent to anyone whose renewal payment has not been received by November 15. Moreover, since there is a certain irreducible minimum cost for printing, if there is any substantial reduction in the number of members, the size and format of the Bulletin may well have to be changed for the worse, beginning with next issue. In addition, a minimum of 200 copies is necessary for bulk mailing. So, if less than 200 members renew in this category, the dues structure would have to be changed also.

Elsewhere herein you will find an Index to Volume II, sent to me by Glenn Seymour (#345) of Potsdam, New York. Many of you may recall that a similar index was done for Volume I. I had on my list of "Things to Do" to ask Glenn if he would do Volume II, but before I even got around to that, the index appeared! Things like this really make the Editor's day. In fact, it is Glenn's wife who compiles the index, as the year goes along. The gratitude of all members and Editor is hereby heaped on both Mr. and Mrs. Seymour.

Previous issues of this publication have contained various allusions to the spelling capabilities of the Former Editor, who, in some correspondence with me, pretended to be greatly offended by this. In truth, I am very grateful that a tradition of misspelling was well-established before I took over, since the September issue contained at least three such goofs, in no wise attributable to Mr. Lewis. In furtherance of this great tradition, I solemnly pledge that each ishew of this Buletin wil contane at leest one speling mistakek.

— Bill



Founded by Dave Lewis in 1980



MEMBER CARS

1938 66C

Ben Gostanian (255)

Fresno, CA



"many years, hours
of work, and money"

1984-5 Membership Application



NAME [REDACTED]
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STATE [REDACTED] ZIP [REDACTED]
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NEW MEMBER ☐
RENEWAL [REDACTED] CLUB NUMBER [REDACTED]
YEAR BUICK [REDACTED] EXACT MODEL [REDACTED]
CONDITION [REDACTED]
(SCALE 1-10 one being poor, 10 being best)
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BUICK CLUB



TOPICS



I cannot resist sticking my nose (or maybe my neck) into the leaded-fuel controversy. Several weeks ago I was given a copy of a reply by G. W. Drew, Assistant Chief Engineer of Buick, to a letter on this subject from a BCA chapter. This copy is too poor to reproduce, but some of Mr. Drew's comments are quoted below.

Almost all of us, I'm sure, have read something about this. Those of you who've read the same stuff as I have will have seen widely-differing views, and strongly-held opinions. I suspect a lot of it may be exaggerated. To hear some of the pro-lead people tell it, one would think any car made in the 1960's or before would breathe its last after a few tankfuls of no-lead, due to rapid valve wear. I don't pretend to be an expert, or anything close to one. However, it seems to me that the average "old" car, which is typically driven no more than a few thousand miles a year mostly at moderate speeds, will not show any serious or even noticeable wear for a long time, if at all. This seems to be confirmed by Mr. Drew, who says: "...the use of unleaded gasoline may require some precautions to avoid [valve recession]; however, only engines that are exposed to a lot of high speed and high load operation, such as racing or trailer towing, are subject to valve recession." He also points out that the absence of lead can prolong the life of other components, e.g. spark plugs and exhaust systems. Mr. Drew concludes by saying that he hopes he has laid to rest any concerns about "major engine durability problems" caused by unleaded gas. On the other side of the coin, while there's no doubt that lead is highly toxic and dangerous stuff, I think some skepticism about the "evidence" linking leaded gas to various health problems is probably in order. [All my professional experience teaches me that: (1) statistics and studies aren't necessarily right just because they come out of the Federal Government; and (2) statistics and studies, and experts to sponsor them, all with the appearance of great truth and learning, can be developed to demonstrate almost anything.]

"Octane," or the anti-knock quality of gasoline, is of course a separate problem for the "old car" hobbyist. Many of the high-compression engines of the '50's and '60's won't run well on anything commonly available today. [I ran into a fellow at a car show who uses half regular and half 110-octane aviation gas, but he wasn't saying how he gets the latter.] For 1937 and '38 Buicks, fortunately, the "octane" problem should not exist. My shop manual says that series 40 engines were designed to run on "white gas" (which I assume is a 1930's term for "no lead") with an octane rating of 70, and that the larger engines need 75 octane. My car seems to run fine on 87-octane unleaded; however, although I'm not much worried about the valve wear problem, I usually put in a few gallons of regular.

I suspect that a lot we've seen and heard is as much anti-government opinion as anything else. The automobile, after all, has a special place in American life, and for the average car hobbyist, a very special place. He is not the least bit interested in having the government tell him what kind of car he ought to have, or how fast he can drive on Interstate 70, or what kind of gas he has to use. In short, government interfering with his cars is about the same as government interfering in his bedroom. If such a man's home is his castle, then so is his car. [I note in passing that other parallels may be drawn between cars and bedrooms.] Your Editor is no fan of modern government himself, by and large. Certainly, I think, such views are understandable.

Should we get all the lead out, or most of it? I'm still undecided myself, but would probably come down on the side of getting it out, on the grounds that the valve wear problem is not all that bad, and that lead is highly poisonous stuff. What do you think?

MAIL

September 26, 1984



1937 Buick Limited

Jack & Cathy Corliss

BCA #0932

3942 Hersholt

Lakewood, Ca 90712

Telephone (213) 925-3294



Dear Bill,

Looking back, my first encounter with a 1937 Buick was in 1947, fresh out of high school and on my first full-time job. A co-worker of mine owned a 1937 Roadmaster, 4-door sedan, sidemounted. Four of us would eat our lunch in the Buick every day and listen to a radio program sponsored by Campbell's soup called "Queen for a Day". Perhaps you recall it. Anyway, we drove to the Pomona Fair one weekend and I thought it had to be the biggest car I had ever seen. So quiet and fast, to say nothing of the smooth ride, as you know.

Thirty years have passed, and I am reading the classified one evening and find "For Sale - 1965 Packard, such and such an address". I said to my son, "Let's go look at it, there is no such a car." So we did and found an early 50's, which we didn't want. The fellow asked if I would be interested in a '37 Buick. I said no, but would look at it as long as we were there. Well - - ONE LOOK WAS ALL IT TOOK!!

There sat a 1937 Buick Limited 91F. The Buick had a Roadmaster hood, therefore, the jerk said to me, "as you can see, it is a Roadmaster", and I said "sure is". He shot a figure at me, and I said "I will let you know in two or three days, O.K.?" Well, we went back for the Buick and had it towed home.

He also gave me Seventy Years of Buick. It didn't take me long to find out she was a Limited, not a Roadmaster. As you may or may not know, Buick only built 158 of these beauties. To this day, I have not found anyone else who owns one. To those of you who are not familiar with the model, she is six passenger divider window. I would like to hear from anyone who has one. I have been looking on and off for six years for parts to complete my car, and I think I have it all now. All that is left is the total restoration.

Last October, a fellow asked me if I would be interested in buying a 1937 Buick Limited Model 91. Being a glutton for punishment, I bought it. This time the Buick was complete, the engine is rebuilt, new radiator, and new tires. Needless to say, my work is cut out for me.

My wife and I are planning to drive to Indiana in 1986 in a Buick caravan. We were just married in July and chauffeured in none other than a 1937 Buick Model 91, champagne and all, courtesy of Dick and Barbara Jones. Needless to say, that ride gave me a lot of inspiration. Unfortunately, it takes a lot more than that to complete a car. With a little help from my friends, I know I will make it.

Jack Corliss #279

*Right on, Jack!
see the next letter, folks
- Bill*



MAIL



517 Ramona Ave.
Monterey Park, CA 91754
September 25, 1984

Dear Bill,

Congratulations for taking over as club editor and taking the weight off Dave. I know how demanding it can become on someone who is trying to shoulder all the responsibility of a club and you still have to make a living. I am director of the Orange County Buick Club this year and my wife, Barbara is treasurer. Very fortunately we do have a lot of help and cooperation from the members, though. We also belong to the Los Angeles and San Gabriel Chapters.

Now about our Buick. It is a 1937, 91 series with the lap robe compartment and bar. It is a strong driver and with exception of paint and upholstery is all original. Coming home from the West Coast Buick meet it lacked just 4 miles turning over to the 100,000 mile mark. It has taken 2nd and 3rd place trophies in local shows, but being about an '8' doesn't place in the large regional meets. We have chauffeured a few weddings including Jack and Cathy Corliss' wedding (37-38 Buick Club #279). The car has given us much pleasure as I'm sure most members derive from their Buicks.

Dick Jones #297

* * * * *

Included on the following page is an interesting photo of Dick Jones' 1937 model 91. Compare this with the pictures of Ray Lawson's 1938 90L that appeared last month, and you will see the differences in body style between the large series cars for the two years. The 1937 series 90 body retains much of the 1936 style in the roof line, windows, and rear deck; in 1938 the large series Buicks caught up with the rest of the style changes introduced in 1937. As many of you probably know, whereas the '37 Specials and Centuries had all-steel bodies for the first time, the big cars continued with the composite steel and wood body. The '38's certainly look more modern, but I think the '37 big Buicks have a dignity and formality that makes them very attractive and impressive automobiles. Dick's 91 is a medium blue, which I would think would have been an unusual color for a car this size, but which keeps the car from looking too stodgy. Editor's thanks to Dick for sharing his pride and joy with us, and for his good wishes. Yes, I am trying to make a living, folks, but I have figured out that if the Club annual dues were increased to maybe \$300 per member, I could quit my job! I assume there is no interest in such a proposition.

Bill



DICK JONES (297)



1937 LIMITED Six-Passenger Sedan





PROUD 1937 OWNER



Story by Mike Adler (#104) of Englishtown, New Jersey

After a year of the Rock Island Branch Manager saying he knew where some old cars were located I called him about looking at the cars. At the time we were living in Chicago and the ride to Rock Island was about four hours. My wife thought that I was crazy but little did she know how right she was! I drove off into the sunrise in our "big" 1978 Chevy Malibu wagon early one morning just to look at these old cars. The first stop was at a junkyard in Savana, Illinois. This was an auspicious way to start our search. The junkyard don had some old wrecks but they would have to be shoveled up onto a trailer to get them home. We decided to press on to the north country. About six hours out of Rock Island we entered the thriving town of Black River Falls, Wisconsin. Looking at the country and how far we came it seemed that Christ lost his shoes in the immediate neighborhood. Going along a two-lane country road we spotted our first old cars. These were a 1937 Buick Special and a 1937 LaSalle. The Buick was a solid car but was a real number 5. All the windows were broken, most of the interior was shot and the outside was in various shades of primer. The LaSalle, although all there, was rusty with the fenders half falling off. After much negotiation the Buick became mine for the princely sum of \$650. Next came the long ride flat-towing it back to Chicago. Two blocks before home I passed the kids' school where my wife was dropping off the kids. As I drove past my wife saw the car, realized that I was towing it, and shook her head in disbelief.

I have spent the last six years restoring the car. Most of the work I did myself starting with chipping about 100 pounds of dirt off the underside. It seems that it had been driven through the fields quite a bit. The front suspension was also a disaster. There were springs attached from the bottom of the right suspension to the bottom of the left side. I couldn't figure out why they were there since they were definitely not original equipment. The Branch Manager from Rock Island supplied the simple answer-the front end was so loose that someone put the springs on to tighten it up. Well, live and learn! When I got the car I also got the last registration which was 1949. I drained the oil in the engine, along with some two quarts of water, and put in new oil. I decided to be adventurous and try to start the engine. After playing with the distributor I got some spark. Since the gas tank was missing I poured gas down the carb from a cup and let it rip. The engine started the first time-how is that for Buick engineering! Aside from the re-chroming, wood graining, engine machine work and having the seats and door panels recovered I did all the rest of the work. It still isn't quite finished but at least I am finally driving my "new" 1937 Buick. To all you 1937/1938 Buick nuts, keep em rolling!!

* * * * *

— MIKE

I have great admiration for people who bring home wrecks and turn them back into automobiles, and Mike is no exception. I have also conjured up in my mind a picture of vast stretches of Wisconsin, dotted with innumerable lakes and bogs cut through here and there with crumbling, high-crowned blacktop, with hundreds of cars slowly becoming subjects not for restoration, but for archaeology. What else lies hidden in the far north? And who is the Branch Manager who can lead us there? Find out the answer to the second question from Mike, and go see for yourself. Mike sent in a "before" photo, but I concluded that it wouldn't print; he has also promised an "after" photo. Let's hope we see it soon. And let us hear from some Wisconsin members: what are you guys hiding up there?

— Bill

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NEW MEMBERS

Al Anderson (451)
RD#1, Box 170 W
Weirton, WV 26062

C. V. Fielsted (452)
9901 - 11th Avenue
Kenosha, WI 53140

Richard Rusche (453)
RR 1
Calhoun, MO 65323
(Rejoins the Club; welcome back!)

Edward Calvert (454)
8844 Ardendale Ave.
San Gabriel, CA 91775
*38 model 44

Landy Brakke (455)
9635 East Avenue H
Lancaster, CA 93535

Jerry Lawrence (456)
1821 Deep Creek Ct.
San Jose, CA 95148
408/274-1635
1937 model 41 (6)

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TECHNICAL TIPS and QUESTIONS

BUICK



TORQUE WRENCH READINGS

WHERE USED	SIZE	POUNDS FEET
Oil pan drain plug		30-35
Lower crankcase	5/16	10-15
Flywheel to crankshaft		45-55
Wristpin clamp bolt	5/16	25-30
Main bearing bolt		120-130
Rocker arm bracket cap screw	3/8	30-35
Timing chain cover	3/8	15-20
Water pump to cylinder	3/8	25-30
Connecting rod, Series 40 and 50	7/16	45-50
Connecting rod, Series 60, 70, 80, 90	7/16	60-65
Cylinder head bolt	7/16	65-70
Spark plugs	14M/M	22-28
Spark plugs	10M/M	7-10
Vibration damper retaining bolt		100-110
Battery ground strap to crankcase		15-20
Manifold studs	3/8	25-30
Transmission support	3/8	20-25
Rear axle cover	3/8	10-15
Differential carrier to rear axle housing	3/8	20-25
Backing plate to rear axle housing	7/16	35-40
Spring seat to rear axle strut rod	1/2	65-70
Spring seat to rear axle strut rod	3/8	40-45
Strut rod to strut rod bracket	1/2	65-70
Torque tube to differential carrier	7/16	50-60
Shock absorber to rear axle brake backing plate	9/16	65-70
Shock absorber—rear	9/16	45-50
Shock absorber pinch bolt	3/8	25-30
Shock absorber to frame—front	1/2	60-65
Lower control arm shaft	7/16	45-50
Pitman arm nut		70-75
Front brake backing plate to steering knuckle	7/16	45-50
Steering knuckle support pinch bolt	3/8	35-40
Rubber bumper to spring seat—front suspension	3/8	5-10
Steering connecting link clamp bolt	3/8	35-45
Steering gear to frame bolt		55-60
Brake anchor nut—front and rear brake		80-90
Brake wheel cylinder to backing plate	5/16	15-20
Brake drum to rear axle shaft	5/16	15-20
Wheel bolts	1/2	60-65
Body bolts	7/16-9/16	25-30

NOTE. Dave Lewis suggested I print the above table of torque wrench readings, since it is hard to find all in one place. This comes from an old MOTOR manual, and is not in the modern "Vintage Car Edition." Tell me what you'd like to see in "Technical Tips" and we'll try to do it, or canvass the membership for it.

—Bill

DELCO-REMY CONTROL UNITS

VIBRATING VOLTAGE REGULATOR

1937

DESCRIPTION:—These units are composed of a new type Vibrating Voltage Regulator and a Cutout Relay in a single case. Unlike previous units, the voltage regulator is not designed to control generator voltage on open circuit and generator should be operated only when charging a battery. The control unit cover is sealed in place and unauthorized breaking of the seals (necessary to service either Cutout Relay or Voltage Regulator) voids the warranty on the unit. See Trouble Shooting Section below for tests which can be made without breaking the seals or removing the cover to determine whether unit is defective. These units are used as standard or special equipment on car models as listed below. Battery ground terminal must be positive (Pos.) or negative (Neg.) as indicated in table. This is important.

NOTE:—To avoid changing generator polarity, disconnect lead on 'F' terminal of regulator **First** and connect this lead **Last**. To insure correct polarity, connect 'GEN' and 'BAT' terminals on regulator together momentarily after all leads have been connected but before engine is started.

Car Model	Generator	Regulator	Grounded Ter.
All Cars (Spec. Equip.)	936-N	5591	Neg.
All Cars (Spec. Equip.)	936-N	5592	Pos.
Buick 36-40 (Canadian)	936-V	5557	Neg.
Buick 36-60, 80, 90 (Canadian)	936-W	5557	Neg.
Buick 37-40 (1937)	918-B	5807	Neg.
Buick 37-60, 80, 90 (1937)	918-A	5807	Neg.
Cadillac 37-60, 65 (1937)	918-C	5817	Pos.
Chevrolet 1936 (Canadian)	936-U	5588	Neg.
Chevrolet (State Police)	936-J, N	5588	Neg.
Chevrolet 1937 (Canadian)	960-G	5814	Neg.
Graham 95, 116 (1937) Radio	948-Z	5812	Pos.
Graham 120 (1937)	948-Z	5812	Pos.
La Salle 37-50 (1937)	918-C	5817	Pos.
Oldsmobile F-36, L-36	936-T	5588	Neg.
Oldsmobile F-37, L-37 (1937)	936-T	5814	Neg.
Packard 115C (1937)	948-U	5812	Pos.
Pontiac Six 701A, B; 36-26A, B	935-W	5588, 5557	Neg.
Pontiac Eight 605, 36-28	935-W	5557	Neg.
Pontiac Taxi 1936	936-R	5557	Neg.
Pontiac 37-26CA, 37-28CA (1937)	948-S	5808	Neg.

NOTE:—Generator Models 918-A, B, C (Buick, Cadillac, LaSalle) are new design split-field type. See separate article for complete data.

Generators used with this type control unit have a 'fixed' or non-adjustable third brush. No regulation of the charging rate is possible except by changing voltage regulator setting.

OPERATION:—Two windings are used on the regulator unit. The shunt or fine winding is connected at point near the battery (battery side of Cutout Relay) and is controlled by the ignition switch to prevent the battery discharging through the winding when the car is not being operated. Regulator is thus actuated by battery voltage (line voltage at a point near the battery) rather than by generator voltage (voltage directly across main brushes). The series or heavy winding is connected in series with the generator field and regulator contacts so that a current flows through this winding only when the regulator contacts are closed. In operation the current flow through both windings creates a magnetic field which attracts the regulator armature and opens the contacts when the battery voltage reaches the maximum for which the unit is set. When the contacts open, the current flow through the series coil is interrupted and the resistance unit is cut in the field circuit (resistance is connected across the contacts and is short-circuited with the contacts closed). This reduces the field strength and the generator voltage so that the regulator contacts again close. The opening and closing of the contacts is extremely rapid (vibrating action) and the generator voltage is held reasonably constant.

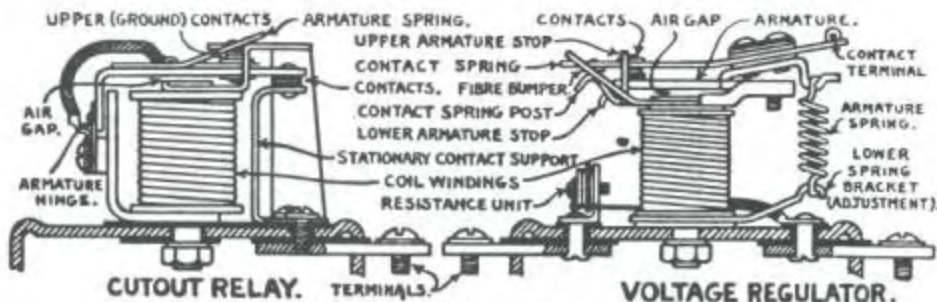
The generator will charge a discharged battery at the maximum rate and will be controlled by the fixed third brush (generator voltage depends upon battery voltage—both will come up as battery becomes charged). As the battery voltage comes up on charge, the voltage regulator will tend to hold generator voltage constant; charging rate tapering off to 'finish' rate.

The regulator is over-compensated for temperature variations by means of a bi-metal armature hinge. For this reason all tests should be made with regulator at room temperature (70°F) and rechecked when hot (150°F).

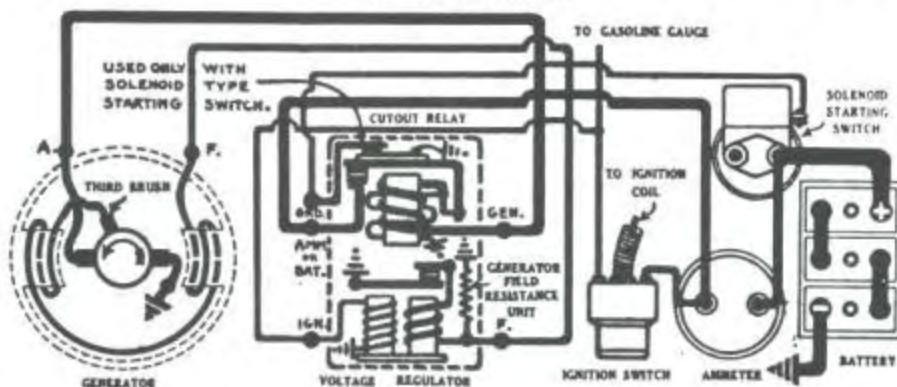
TROUBLE SHOOTING:—If generator performance is not satisfactory, check in accordance with following table to determine whether Voltage Regulator or Cutout Relay is defective (not necessary to remove control unit cover to make these tests). Control unit is separately mounted and must be well grounded. See that a good ground exists through the base of the control unit or connect a separate ground lead from one of the mounting screws to a ground on the engine block.

1. **Generator Not Charging.** Operate engine at speed equivalent to 25 M.P.H. and ground 'F' terminal on control unit. If generator charges, regulator is defective. If generator does not charge, ground 'F' terminal on generator. If generator charges, the lead connecting the 'F' terminals is broken or open-circuited and should be replaced. If generator does not charge, disconnect the lead on the 'GEN' terminal of the control unit and flash to ground on engine block. If a spark is noted, the regulator or cutout relay is defective. If no spark is noted, examine this lead (connecting 'A' terminal on generator and 'GEN' terminal on control unit) before disassembling and examining generator.

(Continued)



WIRING DIAGRAM.



2. Charging Rate Too High or Too Low. This may be caused by incorrect setting or defective operation of the Voltage Regulator. To check voltage of regulator, connect a variable resistance in the charging line between 'BAT' terminal of control unit and ammeter (in charging line). Disconnect lead on 'IGN' terminal of control unit and connect jumper wire from this terminal to 'BAT' terminal. Connect accurate test voltmeter between 'IGN' terminal and ground. Take readings with control unit at room temperature (70°F) and hot (150°F). To test, operate engine at speed of approximately 25 M.P.H. or generator speed of 2000-3000 R.P.M. until regulator reaches proper temperature, decrease speed until cutout relay contacts open, then increase speed to 2000-3000 R.P.M., holding charging current at 8-10 amperes and note reading. See table under Adjustment Section below for correct voltages. If voltages are correct, high charging rate may be caused by a shorted battery or a low charging rate may be caused by loose connections or a badly sulphated battery.

Oxidized Regulator Contacts.—To check with regulator on the car, disconnect lead on 'IGN' terminal of regulator, connect ammeter in charging line at 'BAT' terminal. Operate engine at low speed so that charging current indicated on ammeter is 4-5 amperes. Maintain constant engine speed, ground 'F' terminal on regulator, note ammeter reading (wait until pointer remains steady after first momentary surge). If ammeter reading is 2 amperes or more greater than with 'F' terminal not grounded, contact point oxidation is excessive. To check with regulator on bench, see that commutator and brushes in good condition, then check generator speed at which cutout relay contacts close with 'F' terminal grounded and not grounded. Closing point with 'F' terminal grounded is normally slightly lower than when terminal not grounded. If difference is 100 R.P.M. or more, contacts are oxidized and should be cleaned.

NOTE—Radio by-pass condensers must not be installed on field or 'F' terminals of generator or regulator as these will cause oxidation of contacts. Condensers should be removed and contacts examined and resurfaced.

SERVICING:—If above tests indicate that Voltage Regulator or Cutout Relay are defective or that settings are incorrect, the entire control unit should be returned for service. All adjustments outlined below require breaking of the seals (voiding the warranty) and removing of the control unit cover.

CUTOUT RELAY ADJUSTMENT:—When the Cutout Relay has a set of auxiliary contacts mounted above the armature for starter solenoid relay circuit control or generator charge indicator control, these contacts should be closed with the main contacts open, and should open when the main contacts close. All other adjustments listed below.

Air Gap—Hold contacts closed and measure gap between armature and coil core with a feeler gauge. Air gap should be .020". Adjust by loosening two screws in armature hinge bracket and moving armature up or down.

Contact Gap—Measure gap with armature up against stop or with upper contacts closed (when used). Contact Gap should be .020". To adjust, bend upper armature stop backward or forward, or bend support arm carrying upper auxiliary contact (stop not used on this type).

Cut-In Point—Contacts close at 6.5-7.0 volts (6 volt units except 5807, 5814), 6.5-7.25 volts (5807, 5814), 13-14 volts (12 volt units).

Cut-out Point—Contacts should open with 0-3 ampere discharge current at 6.3 volts (6 volt units).

(Continued)

VOLTAGE REGULATOR ADJUSTMENT:—Check and adjust mechanical specifications listed below before changing voltage setting.

Contact Gap—Examine contacts and resurface by dressing lightly with a fine, flat contact file if oxidized to such an extent that generator performance is affected (this may be caused by excessive sparking due to low spring tension, poor alignment of contacts, etc.). Contact metal on small contact is extremely thin and filing should be held to a minimum. See that contacts are aligned and that contact surfaces are square. Check tension of upper contact mounting spring. Spring tension should be 2.7-3.5

ozs. when contacts just open (measure by means of a spring scale hooked under contact spring). Adjust by bending contact spring slightly. Check contact gap with armature held down. Gap should be .020". Adjust by bending lower armature stop up or down. Check clearance between fibre bumper and stop with armature up. Clearance should be .010". Adjust by bending upper armature stop.

Air Gap—Check air gap between armature and coil core with contacts closed so that fibre bumper just touches the contact spring stop. Air gap should be .063". To adjust, bend contact spring stop. See Voltage Setting section below.

VOLTAGE REGULATOR SETTING:—Using Variable Resistance (AVR Set)—Resistance unit should be approximately .25 ohms. Connect resistance and test ammeter in charging line at 'BAT' terminal on regulator, disconnect lead at 'IGN' terminal, connect jumper between 'IGN' and 'BAT' terminals, connect voltmeter between 'IGN' terminal and ground. Operate generator at 2000-3000 R.P.M., adjust resistance so that charging current is 8-10 amperes. When regulator reaches proper temperature, 'cycle' regulator by decreasing speed until cutout relay contacts just open, then increase speed to original figure and note voltmeter reading with regulator operating. If performance cold (70° F.) and hot (150° F.) is not correct, adjust regulator as directed below.

Using ¼ Ohm Fixed Resistance—Use ¼ ohm resistance capable of carrying 10 amperes (Nichrome wire preferred, do not use copper, brass, iron or other wire). Disconnect leads on 'BAT' and 'IGN' regulator terminals, connect fixed resistance between 'BAT' terminal and ground on engine block, connect jumper between 'BAT' and 'IGN' terminals, connect voltmeter between 'IGN' terminal and ground. Operate engine, increase speed to 2000-3000 R.P.M. note voltmeter reading. If regulator action not satisfactory, adjust as directed below, then cycle regulator and recheck regulator performance.

Voltage Setting. Regulator voltage setting is adjusted by bending armature spring lower bracket up or down to decrease or increase the spring tension. Only a slight change in the position of the bracket should be required. Increase spring tension (bend bracket down) to increase regulator voltage, or decrease spring tension (bend bracket up) to decrease regulator voltage. If spring tension must be decreased to a point where the spring is free with the contacts closed, change upper contact spring tension slightly (do not exceed limits as given above or change gap). If correct regulator voltages cannot be secured cold and hot by adjusting the armature spring tension, the regulator air gap may be changed slightly as follows: Increase air gap to increase cold setting, or decrease air gap to decrease cold setting with respect to hot setting.

Control Unit	Voltage Regulator Setting	
	Cold Voltage (70° F.)	(Hot Voltage 150° F.)
5557, 5588, 5591, 5592	7.55-7.85	7.45-7.55
5600, 5803	7.3-7.6	7.25-7.35
5802	14.3-14.9	14.2-14.4
5807, 5808, 5812, 5814, 5817	7.55-7.85	7.45-7.55
5815	7.0-7.4	7.0-7.1



Club Decal: \$1.00
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DELCO-REMY CONTROL UNITS

VIBRATING VOLTAGE AND VOLTAGE-AND-CURRENT

Standard or Special Equipment on the following car models:

Car Model	Voltage Regulator		Grounded Ter.
	Generator	Regulator	
Buick 40, 60, 80, 90 (1938)	1101052, 3, 5	5807	Neg.
Cadillac 60, 60S, 65 (1938)	1101051, 4	5817	Pos.
Chevrolet HA, HB (1938)	1100004	5814	Neg.
Graham 96 Radio (1938)	1100007	5827	Pos.
Graham 97 (1938)	1100007	5827	Pos.
La Salle 38-50 (1938)	1101051	5817	Pos.
Oldsmobile 6 & 8 (1938)	1100002	5814	Neg.
Packard Six 1600 (1938)	1100005	5827	Pos.
Pontiac 8 38-26DA (1938)	1100003	5835	Neg.
Pontiac 8 38-28DA (1938)	1100003	5808	Neg.
Voltage-and-Current Regulator			
Cadillac V8 38-75 (1938)	1102652	5818	Pos.
Cadillac V16 38-90 (1938)	1102651	5818	Pos.
Studebaker Pres. 4C (1938)	1102653	5818	Pos.

Except for new specifications listed below, these regulators same as types used on corresponding 1937 models.

SPECIFICATIONS—Adjust units to new gap and performance specifications as follows:

Cutout Relay

Cut In Voltage—6.9-7.6 volts (5807, 5808, 5814, 5817, 5827, 5835), 6.7-7.8 volts (5818).

Contact Gap—.020". Air Gap—.020" (contacts closed).

Voltage Regulator

Voltage Setting (5807, 5808, 5814, 5817, 5827, 5835)—7.5-7.9 volts cold (70°F), 7.4-7.6 volts hot (150°F). When making this setting, operate generator at speed for maximum rated output (see car page), adjust charging rate to 8-10 amperes (using AVR set or variable rheostat in charging line).

Voltage Setting (5818)—7.5-7.95 volts cold (70°F), 7.4-7.6 volts hot (150°F). When making this setting, operate generator at speed 25% greater than that at which maximum rated output is secured (see car page), adjust charging rate to 8-10 amperes (using AVR set or variable rheostat connected in charging line).

Contact Gap—.020". Contact Spring Tension—2.7-3.5 ozs. (5807, 5808, 5814, 5817, 5827, 5835), 3.5 ozs. minimum (5818).

Air Gap—.063" between armature and core (armature held down so that fibre bumper just touches stop), .010" between fibre bumper and stop (armature up).

Current Regulator

Setting (5818)—28 amperes.

Contact Gap—.020". Contact Spring Tension—3.5 ozs. minimum.

Air Gaps—.075" between armature and core (armature held down so that fibre bumper just touches stop), .010" between fibre bumper and stop (armature up).

SERVICING & ADJUSTMENT—Except for new specifications (above), these models adjusted and serviced in same manner as types used on corresponding 1937 models. See 1937 Electrical Equipment Section article "Delco-Remy Control Units, Vibrating Voltage Regulator" and also "Delco-Remy Control Units, Vibrating Voltage and Current Regulator" for complete data.

SUNVISORS. John Steed (#132) writes: "I have found a man who plans to reproduce sunvisors (interior) for '37 and '38 GM convertibles. Price is to be in the \$90 range. His name is

Rob Arthier
Bandy Hill Road
Thompson, CT 06277
203/928-5354 days
203/923-9060 nights."

I have not had a chance to check with Mr. Arthier on the current status of his project, and suggest you contact him if you are interested. Thanks to John for this information.



TRANSMISSIONS

BUICK TRANSMISSION (SECOND TYPE)

Used On:

BUICK, SERIES 60, 80, 90 (1936-37)

NOTE:—Design changed slightly for 1937 models as follows: New type synchronizing unit with larger second speed synchronizing drum, new type second speed gear mounting (no roller bearings), new cageless roller bearings on countershaft (require special disassembly instructions). 1936 and 1937 transmissions interchangeable only as an assembly.

TYPE:—Constant-mesh, synchro-mesh, all helical gear type (sliding gear for low and reverse). Clutch shaft and main drive gear mounted on shielded ball bearing at front of transmission case (bearing takes gear thrust). Mainshaft mounted on roller bearing (front), ball bearing (rear) which takes gear thrust. Second speed gear positioned by shoulder on shaft at rear, thrust washer and locking ring at front (1936 type mounted on roller bearings). Counter gear cluster mounted on roller bearings (cageless type in 1937) on stationary shaft with thrust washers at each end. Reverse idler mounted on bronze bushing on stationary shaft with bronze thrust washer at each end. Gears are engaged by a sliding clutch sleeve splined to the shaft which engages clutch teeth inside synchronizing cones on second speed and main drive gears.

Synchronizing Unit:—Consists of two synchronizing drums mounted on the ends of three pin cams which extend through holes in the sliding clutch ring. Synchronizing drum assembly is centered on the clutch sleeve by detent springs which engage the notches in the pin cams. The entire assembly moves as a unit when the clutch sleeve is shifted until the synchronizing drums and cones engage, synchronizing unit then rotates (relative to clutch sleeve) until cam surfaces on clutch ring engage pin cams. Synchronizing drums are driven through this engagement until synchronization is completed.

SERVICING:—Disassembly. Remove transmission cover, retainer springs and balls, shifter forks and shafts. Remove torque ball retainer and torque ball at rear

of transmission, remove universal joint (use puller). Take out mounting screws and remove rear bearing retainer. Drive countershaft out toward rear allowing counter gear cluster to drop in case and unmesh gears (IMPORTANT—On 1937 models, use dummy shaft, J-101, to drive shaft out leaving this tool in counter gear cluster to retain loose rollers until shaft re-installed, if this tool not used rollers will drop out when shaft removed). Remove rear bearing. Remove mainshaft assembly (including low speed gear, and synchronizing unit) through top opening in case. Remove main drive gear bearing retainer on front of case, remove bearing snap ring, tap clutch shaft and bearing out through rear of case.

Mainshaft & Second Speed Gear Assembly:—Synchronizing unit (including clutch sleeve) cannot be dismantled or serviced (except for detent springs which are furnished separately) and should be replaced as an assembly. Endplay when assembled should be $\frac{1}{8}$ " min., $\frac{3}{16}$ " max. (cone-to-cone engagement). Less than $\frac{1}{8}$ " endplay may cause cone drag and noise in neutral, more than $\frac{3}{16}$ " endplay may cause gear clash during engagement. Snap ring on mainshaft behind second speed gear limits low and reverse gear travel. **NOTE:**—Synchronizing unit and clutch assembly, mainshaft, and low speed gear are selective fits and are not sold separately. Splines are paint marked to indicate correct meshing positions.

Second Speed Gear (1936). To remove second speed gear assembly, remove snap ring at front end, slide complete assembly off shaft. To dismantle bearing assembly, remove snap ring at rear, pull out roller bearing sleeve and bearings. When installing gear, see that rear thrust washer correctly assembled (this acts as oil feed for roller bearings).

Second Speed Gear (1937). To remove gear, remove snap ring at front end. Thrust washer has tongue which should be engaged in notch in shaft (elongated spline). **NOTE:**—Do not engage thrust washer tongue in groove which extends full length of mainshaft. This groove is an oil lead.

Main Drive Gear & Clutch Shaft Bearing:—Bearing held on shaft by retainer nut and snap ring (1936), snap ring (1937). Bearing should be .0003" tight to .0007" loose on shaft and .0002" tight to .001" loose in case.

Counter Gear Cluster:—On 1937 models, do not remove dummy shaft used to retain loose roller bearings in gear until assembly has been installed in transmission, then drive out dummy shaft with regular shaft as it is installed. Steel thrust washer used at outer ends of roller bearings, steel spacer between rollers in gear cluster. Bearing clearance should be .000-.0015" (1936), .0002-.0021" (1937). Install bronze thrust washer at front of counter gear, bronze and steel thrust washers at rear end (steel washer next to case). Endplay should be .010-.024".

Reverse Idler Gear:—Clearance on shaft should be .002-.004" (1936), .0027-.0042" (1937).

NOTICE

JIM ALEXANDRO'S STROMBERG CARB KITS. In the August issue appeared a letter from Jim Alexandro offering rebuild kits for Stromberg carburetors. It has come to the Editor's attention that this offer has (or may have) been misinterpreted. The price of these kits to Club members on an individual basis is \$35 each plus shipping charges; the "couple of dozen" language means that if one person places one order for 24 kits shipped to one location a price of \$24 each will apply to that order. It does NOT mean that if 24 people each buy one, the price to each of those people is \$24. I trust this is now clear.

BUICK—OLDSMOBILE—PONTIAC TRANSMISSION

BUICK MODELS.

SERIES 40 (1934-35-36-37)

SERIES 50 (1934-35)

OLDSMOBILE MODELS

SIX, F-33 ('33), F-34 ('34), F-35 ('35), F-36 ('36), F-37 ('37)

EIGHT, L-33 ('33), L-34 ('34), L-35 ('35), L-36 ('36), L-37 ('37)

PONTIAC MODELS

SIX, 701A, B (LATE '35), 36-26A, B ('36), 37-26CA ('37)

EIGHT, 605 (LATE '35), 36-28 ('36), 37-28CA ('37)

NOTE:—This type transmission used on Pontiac 1935 models beginning with serial numbers as follows: 701A-8AA-19858, 701B-8AB-23423, 605-8AA-26175. See preceding article for earlier cars.

TYPE:—Constant-mesh, synchro-mesh type with all helical gears. Main drive gear integral with clutch shaft and mounted on ball bearing which takes gear thrust. Mainshaft mounted on roller bearing (front), ball bearing (rear) which takes gear thrust. Second speed gear positioned on rear of mainshaft by locking ring at front and thrust washer at rear between gear and bearing. Sliding sleeve, which engages gears, is splined on shaft. Low speed sliding gear is splined on this sleeve at the center and is held stationary when the sleeve is shifted to engage second or high. Counter gear cluster and reverse idler gear mounted on bronze bushings on stationary shaft with thrust washer at each end.

Synchronizing Unit. Consists of synchronizing cones formed integrally with main drive gear and second speed gear and cups or drums assembled loosely on cones by snap rings (anti-rattle spring installed within drum against cone on second speed synchronizer only). Drums engaged by detent springs assembled in splines on mainshaft (under sliding sleeve) and cams formed on ends of sliding sleeve and are driven by prongs on the drum which engage slots in the sliding sleeve.

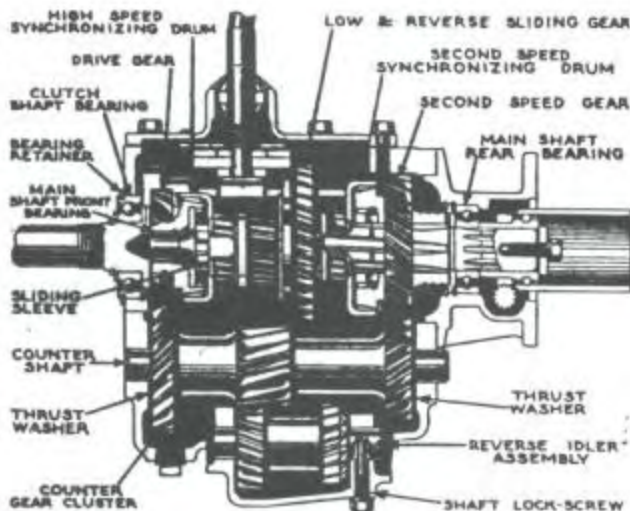
SERVICING:—Disassembly. Remove cover, interlock plates, shifter rails and forks. On Oldsmobile models, loosen universal joint companion flange cap-screw. Take out rear retainer screws, rotate retainer clockwise to unlock countershaft, drive counter shaft out to rear allowing gear cluster to drop and unmesh gears. Pull mainshaft assembly out through rear of case (hold low speed gear which will not pass through). Remove main drive gear bearing retainer (Buick 40 '36-37), remove bearing snap ring (under retainer on front of case on Buick 40 '36-37; in front of gear inside housing on other models, on these models pinch ends of snap ring together to free it from slot in housing). Tap main drive gear

and bearing assembly out to rear. To remove reverse idler gear, take out retainer screw in lower left hand corner of case, drive out shaft.

Mainshaft & Bearing Assembly:—Remove sliding sleeve and detent springs, disengage synchronizing drum snap ring and remove drum and anti-rattle spring, take off universal joint flange nut or cap-screw, press shaft out of rear bearing housing. Bearing and second speed gear can then be removed at rear of shaft, after removing bearing retainer snap ring. When reassembled, synchronizing drum end-play should be $1/32"$.

NOTE:—Low speed gear, sliding sleeve and mainshaft on Buick are selective fit, paint marked to insure correct assembly (line up paint marks), and are not sold separately.

Main Drive Gear & Clutch Shaft Bearing:—Remove high speed synchronizing drum by disengaging snap ring (no anti-rattle spring used with this



drum), remove bearing retainer snap ring, washer, and bearing. On models with bearing retainer nut, remove snap ring and then back off nut (left hand thread). Where shielded type bearing used, install bearing with shielded side toward gear. Press bearing on shaft using tube against inner race, drill new hole for bearing nut lock ring if old hole does not line up.

Counter Gear Cluster:—When replacing this assembly, see that thrust washers installed at each end. Endplay with washers in place should be .016-.028" (Buick), .011-.019" (Pontiac). See that rear retainer engages notch in countershaft to lock it in place (use new gasket under retainer if rotation to free countershaft during disassembly has caused damage).



*Some good new Technical Tips are in the works,
but remember please we need YOUR HELP. -*

UNIVERSAL JOINTS

BUICK—CADILLAC—LA SALLE (OWN MAKES)

Used On:

BUICK MODELS

Series 40 (1934-35-36-37)—SEE NOTE.
Series 60, 80, 90 (1936-37)

CADILLAC MODELS

V-8, Models 355-B (1932), 355-C (1933)
V-12, Models 370-B (1932), 370-C (1933)
V-16, Models 452-B (1932), 452-C (1933)

LA SALLE MODELS

V-8, Models 345-B (1932), 345-C (1933)

NOTE:—These models have Torque Tube drive and have a single universal within a ball housing at the rear of the transmission. Universal can be exposed by taking out ball housing flange bolts and sliding ball housing back on shaft.

Buick 40 (1934-35). These models have dowel lock pins retaining bushings in yokes. Dowel pins should be driven out to free bushings. All other service data below applies.

DESCRIPTION:—Universal has conventional cross or spider. Special hardened bearing bushings are installed individually in ends of yokes on the cross journals. Bushings are retained in yokes by locking rings (yokes are open end type and locking rings are inserted in ends to engage bushing and yoke).

DISCONNECTING UNIVERSALS:—Rear yoke is integral with stub (splined) shaft and front yoke is bolted directly on rear end of transmission main shaft (speedometer drive gear is cut on yoke shoulder and speedometer drive must be disassembled before yoke is removed). Rear axle should be removed by taking out bolts in torque tube flange at rear end of ball housing and pulling shaft out of

stub shaft. If universal is to be removed, special wrench can be inserted through opening in splined shaft and mounting screw removed from front yoke, or universal can be dismantled.

SERVICING:—**Disassembly:**—Remove locking ring from each yoke bushing. Drive out bushings with flat nosed punch inserted from opposite side of yoke being careful to keep bushing lined up with cross journal so that bearing surface will not be marred.

Buick Specifications. Clearance between cross journals and bushings should be .002-.005" (40), .0025-.004" (60, 80, 90). Bushing clearance in yoke should be .004-.006". Backlash or clearance of drive shaft splines in splineways in universal rear yoke should be .001-.004" (40), .0015-.004" (60, 80, 90).

Assembly:—Tap bushings in place with soft nosed hammer, being careful to keep bushings lined up so that bearing surface on cross journals is not marred. Install locking rings.

UNIVERSAL BALL HOUSING:—Cork oil seal used at rear end of outer retainer. Inner and outer retainers and universal ball are plated. To correct oil leaks past oil seal, disconnect rear axle, remove cork oil seal, adjust ball housing by removing shims from between inner and outer retainer until joint can be moved by hand at outer end (if bar must be used, housing is too tight), re-install cork seal.

NOTE:—New type oil seal used on 1937 Buick models. Consists of Belleville type spring washer and Duprene rubber bonded cork oil seal.

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FROM JAN. 1937

I know it's irrelevant, but
just could not resist!



CLUTCHES

BUICK (OWN) SINGLE PLATE TYPE

Used On:

MODEL 40 (1934-35-36).
MODEL 50 (1932-33-34-35).
MODEL 60 (1932-33-34-35-36).
MODELS 80, 90 (1936).
MODEL 37-40 (1937)
MODEL 37-60, 80, 90 (1937)

NOTE:—Double plate clutch used on Models 80 (1932-33), 90 (1932-35). See separate article for data.

DESCRIPTION:—Single plate, dry disc type. Clutch mounted in slight recess in face of flywheel with pressure plate lugs in grooves cut in flywheel rim so that drive transmitted directly from flywheel to plate. Clutch is actuated by three release levers pivoted on adjusting bolts in cover plate and linked to pressure plate by pins in lugs on plate. Servicing directions below apply to pressure plate assembly and need not be followed unless pressure plate, springs, or release levers to be examined or replaced.

SERVICING:—Mark all parts before dismantling and replace in same position to maintain balance.

Dismantling:—Place pressure plate assembly on arbor press, place block on cover (clearing release lever adjusting nuts) to take pressure, compress cover slightly, remove adjusting nuts, release pressure slowly. Lift off cover. This will expose all parts for inspection. Replace worn parts, check clutch springs.

Clutch Springs:—Check pressure springs and replace if weak or burned. Nine springs (3 groups of 3) used on Model 40, 50 and 60 (1932-35); Twelve springs (4 groups of 3) used on Models 60, 80, 90 (1936). Springs for 60 '32 marked by daub of red paint. Springs on 50 identical with 60 for 1933-34-35.

Spring Specifications

Model	Pressure	Length
All Models ('32-35)	140-150 lbs	1 13/16"
40 ('36-37)	140-150 lbs	1 13/16"
60, 80, 90 ('36-37)	135-145 lbs	1 3/4"

Assembling:—Place pressure plate on arbor press. Install pressure springs on plate. Place cover in position on springs, install guide pins on release lever adjusting bolts. Compress cover slightly guiding adjusting bolts through holes in cover, install adjusting nuts on bolts, remove assembly from arbor press.

Release Lever Height Adjustment:—Assemble gauge plate (see table below for type for each model) in flywheel in place of driven member, centering gauge in clutch with lugs on plate under release levers. Place short straightedge on top of gauge hub turn adjusting nut until release lever just contacts straightedge, lock adjusting nut by peening metal into slots. Remove gauge plate and install driven member. Release lever heights must be equal within .005". Check runout with clutch installed in flywheel and see that it does not exceed this figure.

Gauge Plate

Model	Gauge Plate No.
40 (1934-35)	J-285B (see note)
40 (1936-37)	J-285B
50, 60, (1932-33-34-35)	J-285B
60, 80, 90 (1936-37)	J-685

NOTE:—On Model 40 (1934-35), release lever plate should be assembled on levers and J-2581 adapter (11/16") installed on top of gauge plate.

DRIVEN MEMBER:—Spring dampener type hub used on all models. Drill out old rivets to avoid distorting clutch disc when removing facings. Install new facings as follows:

1932-33:—Rivets installed with heads in opposite direction alternately around disc (rivet heads in outer row in one direction, inner row opposite). Driven member on 50 and 60 not interchangeable.

1934-35:—Split type facing laced at joint. Two rivets installed on each side of joint. Rivets installed from one side for one half of disc, and from opposite side for other half (heads of rivets at facing joint).

40 1934-35:—Single row of rivets around disc. Rivet heads alternated from one side to the other.

1936:—Borg and Beck driven member (with separate cushioning springs) used on Model 40, Long type driven member on Models 60, 80, 90. See article on Borg and Beck or Long Clutches.

1937 Models:—Long type driven member used on all models (see list below). Type used on Model 40 may be used for replacement on earlier models but old type driven member must not be used on 1937 cars (greater torque on new models). Type used on Models 60, 80, 90 same as previous type except that plate weight has been reduced by stamping holes in the plate. New type driven member is interchangeable with 1936 Models 60, 80, 90.

Model	Long Driven Member
40	10CF-CI
60, 80, 90	11CF-CI

See article on Long Model 'CF' clutches for complete data on these driven members.

CHRISTMAS IS COMING!

Since the season for gift-giving is approaching, your Editor consulted the Club Gift Counselor (Editor's Wife) as to what sort of gift the spouse of a Buick Buff might like. The answers, I must tell you, were put a bit strongly and in terms of what not to do. A selection of these commandments follows:

Do not give your wife a floor jack for Christmas.

Do not give your wife the money to have a ring and bearing job done on your car, on the grounds that she'll enjoy riding in it more when it runs better next summer.

Do not give your wife 20 yards of taupe mohair and a book on how to restore car interiors.

Above all, do not work on your car on Christmas Eve.

There is one positive commandment:

Tell you wife that, all things considered, she is dearer to you than the car. Do this even if it is not true.

QUESTIONS ANSWERED

... by Dave Lewis

Question; I have a 1938 46C Convertible Coupe that I would like to restore the dash for. I have an extra dash from a sedan that I would like to restore and then change it to my convertible. Will it fit my convertible and will the windshield garnish molding from the sedan work too?

L.B #387

Answer; At first glance I was sure that the dash would work, but the Garnish molding would not. Upon checking my parts books I found the Dash panel carries a different part number for sedans and convertibles. I'm not sure why they carry different numbers, but you can bet something is different. The only way you will know for sure is to remove them both and compare. The garnish moldings on the two cars are different, so you will have to use your original from the convertible for sure. Look your two dashes over carefully and I'm sure you will find the difference to be something very minor that will not cause any big problem.

Dave



Question; What is the correct treatment for the metal shaft on the gear shift handle. Mine was rusty and I painted it brown on my 37. Is paint correct, or were they plated? If painted, what is the correct color? Any difference between series and years?

Answer; The gear shift floor shift handles were all painted with a dark brown color, which on the 40 and 60 series cars, also used the same brown on other parts such as the steering column, Dash ash trays, Defroster ducts, and the Radio Face Plate. In the 80/90 Series they used the same with the exception of the dash parts which were painted with a Fawn color. The exact color is called Tobacco Brown Metallic and the old Dupont number was #43407. To my knowledge you can not use the old number, so I took an original piece that was not sun bleached, waxed it, and matched it to a current paint chip. Not everyone agrees with my choice, but I use Dupont Acrylic lacquer and the paint number is #5103L and I think it looks Great!

Dave



Question; Does anyone know of anybody reproducing rocker panels for 37/38 Coupes? If not, how would you go about making them if your old ones are badly rusted away?

J.S.

Answer: Assuming you have the basic ends of each rocker and the middle is rusted away, I think I have a suggestion you might try. In fact I have two suggestions to make. The first would be to find a local sheet metal shop that you could take the car to for fitting. You should have the runningboards and doors off the car and all rust removed from the area. With everything out of the way and everything clean, it is a relatively easy job for an experienced metal man to make. This would be the easiest and least expensive route to go. The reason most shops tell you they can't is because the car is not prepared as I have listed and it is extremely hard to try and replace rusty sheetmetal and a real problem with the doors and runningboards in the way. You should also remove the seat and any upholstery in that area to allow cutting and welding.

(OVER)

If the rust extends into the floor area you will need to remove the body mounting bolts and raise the body about four inches in order to facilitate welding in that area. In other words, the sheetmetal man will need a clear working space and clean metal to weld the new metal to. In major body panel replacements it is always wise to have the car 100% apart and all surrounding metal sandblasted before you start.

The second option would be to cut the complete rusted section from the car leaving at least six inches of good metal around it so the basic shape can be copied. After removal from the car the bad section can be shipped to Whitepost Restoration in Virginia where they can make you a new rocker using the old for a pattern. I must stress...They will need a complete section for a pattern and this would usually require you to cut into the cowl and the door post and about 10 inches into the floor to give them enough to work from. This of course is a major undertaking and will be very expensive compared with my first suggestion. It can be done, but you just have to decide which route you prefer to take. There is no easy way when you get into body panel replacements.

Dave *Dave*

MEMBERS PLEASE NOTE....The answers I have given are based on my personal experience and books and manuals I have. They may not all be 100% correct, but I'm trying. If anyone would like to add anything to these sections, Please Do, as we would appreciate any help we can get. Please tell us your sources if you do not agree so we will be sure there are no errors. Please send all questions and comments to the Club Office and Bill will see that I get them.

Dave *Dave*

**More Q&A Next Time. But don't forget,
the Questions must come from YOU!**

CARS FOR SALE



CARS FOR SALE

If anyone is interested there is a 1938 46S for sale in my area. I looked at it but it is not all 1938. Sometime in the past it was repainted a metallic red. The seats have been redone in brown naugahide. The engine number is not too legible and the best that I can tell it is a 1952 series 70 engine. The 15 inch wheels and hub caps are also later model Buick. Probably 1952. It has sealed beam conversion. Otherwise the car appears to be mostly original. The body is straight and rust free. It needs the bumpers, grille, and some chrome redone and the usual items such as running boards, steering wheel, map light cover, etc. He was asking \$3000. I would be willing to get a telephone number or an address if anyone is interested.

Thanks, Lou!

— Bill

Lou Wildt #245
4036 McMann Rd.
Cincinnati, O. 45245

513-752-1099



FAR OUT!



What might have been if Harlow Curtice had tried to save Auburn:
the World's only '37 BUBURN!
(or maybe AUBICK?)

CHADWYCK-HEALEY INC

Business Office: 623 Martense Avenue, Teaneck, NJ 07666 Telephone: (201) 692-1801

September 28, 1984

Edward DePouli
Unaworld Building
210 Knickerbocker Road
Cresskill, NJ 07626

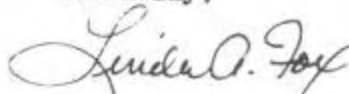
Dear Mr. DePouli:

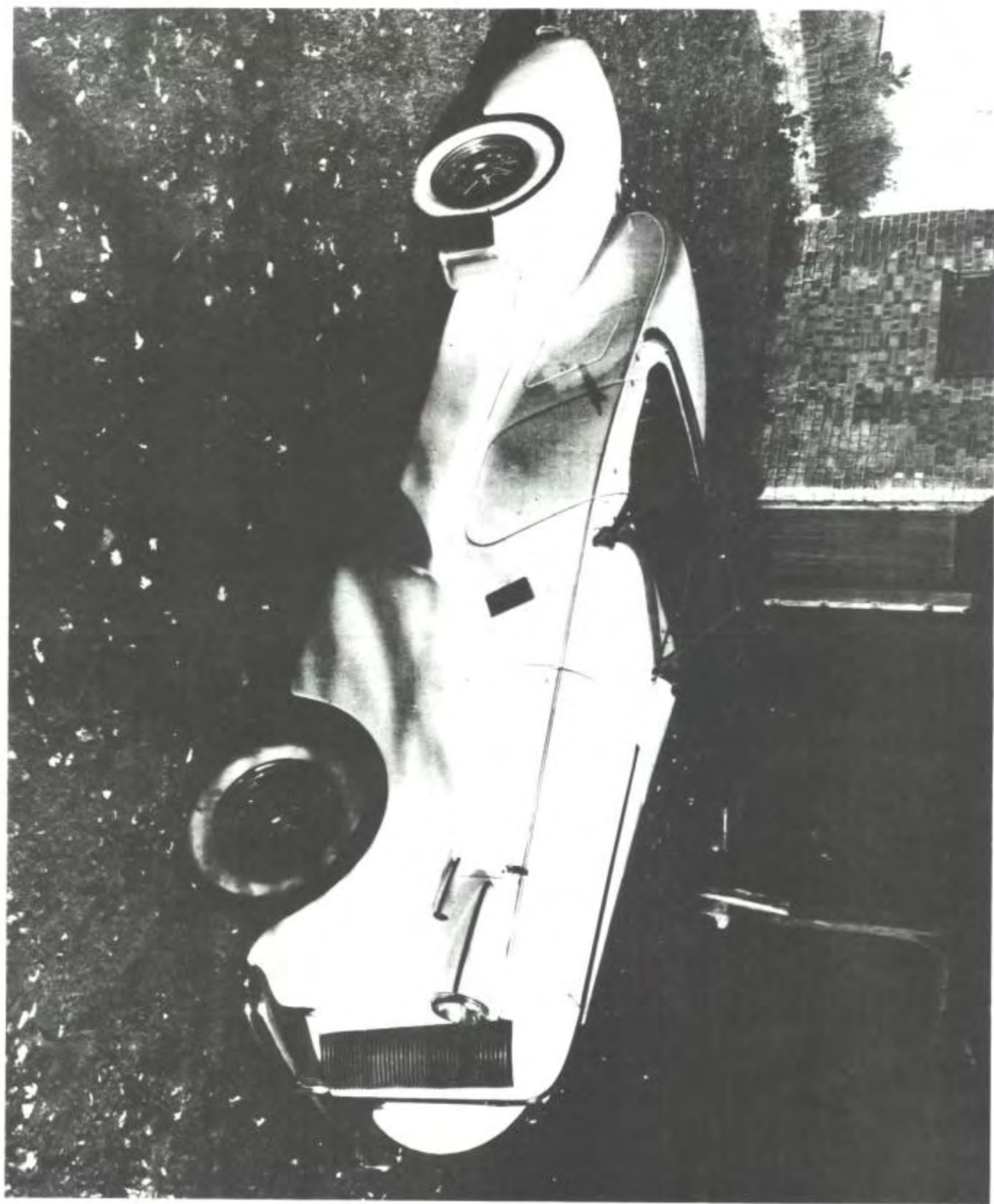
I have enclosed two photos and the specs on Mr. Chadwyck-Healey's 1937 Buick Roadster. I also spoke with him about your putting these specs in your newsletter--he said that it would be fine with him.

Please address any further questions to him in care of me. If you would like to speak with him, I can have him call you from England.

Thank you for your interest.

Cordially,


Linda A. Fox





BUICK ROADSTER



SPECIFICATION:

Chassis: 1937 Buick Century Series 60 No: 3086477

Engine: 1941 dual carburettor engine No: 243817

Body: From scuttle forwards: standard Buick hood and radiator
Fender and wings: Buick
Body from scuttle rearwards: 1929 Auburn Speedster
(including windshield frame)

Wheels and instruments and outside dummy exhaust pipes
post-war (probably 1950s)

For verification of body see Automobile Quarterly Vol.16
No.1 page 58 which shows an identical body and windscreen
including the chrome plated bar behind the seats which pulls
up to form the rear frame for the cloth top.

History of Conversion: With the car came 2 pre-war photographs of it, probably when
new, showing that it has always had the body it has now.
The main difference between then and now is that it original
had running boards and was painted a dark color.

I purchased the car in 1983 from a well known English dealer
who had previously bought it at an auction in Oklahoma.
Before that it had been owned by a man in Utah and
originally came from Los Angeles.

Condition and Completeness:

The condition is very good. It is completely rust free and
the engine starts easily and runs quietly. The gears are
quiet too. I have purchased but not fitted a new steering
box and the brake cables need attention.

In order to carry out a thorough inspection and prepare it
for complete restoration I had the paint removed down to
the metal. It has since been sprayed with a primer. It has
red leather trim but we were going to re-do this as it was
not well done.

In my opinion it would benefit from:

- 1) Running boards
- 2) New instruments
- 3) 1937 Buick wheels

Condition and
Completeness (contd):

One front sidelight lens (Buick) and one windscreen wiper and motor (Auburn) are missing and need replacing.

The bright metalwork and rubber grommets are satisfactory but need re-doing if the car is to be brought up to concours standard.

The space behind the seats is accessible. It is carpeted and will take a suit case etc. There is no spare wheel (or apparent fixing for one) and there is no top or side but these could easily be made up.

The car has a quite extraordinary presence. It attracts attention wherever it is on show and is already on the books of several film hire companies in the UK who want to use it when restoration is complete.

I am selling the car because I am already involved in other restorations. I am asking \$20,000. This price is negotiable in view of the cost of shipping back to the USA (which I am prepared to arrange).

I can be contacted in the USA through my office in Teaneck NY:

Mrs Linda Fox (201) 692 1801, during office hours.

If you are interested please let us know.

* * * * *

I hope you all enjoyed this feature on a very unusual car. The photos and information were obtained for us by Ed DePouli (#310), who answered an ad in the BCA Bugle. When it all arrived from Ed in my mail, my wife (who is beginning to take more interest in this publication, perhaps in self-defense) decided to take a look. She says she almost threw it out to prevent me from buying the car! Fat chance of that! Unless my bankers drastically revise their loan policy to provide for no interest and a 40-year payback. If any of you who are flusher with the long green, or have nicer bankers, are interested in something that will absolutely set you apart from the common herd, contact Ms. Fox at the address shown on the letter to Ed DePouli.



A MEMBER SUPPORTED

NATIONAL BUICK CLUB

— Bill

PARTS WANTED • PARTS FOR SALE

WANTED

For 1937 Series 40 -

Two straight 16" wheels. No out-of-round lug holes, please.

BILL OLSON

842 Mission Hills Lane

Worthington, OH 43085

614/436-7579 home

614/687-1440 ofc.

WANTED

1938 Series 60 ring and pinion,

3.9 ratio, part no. 1394388.

1938 grille guard in good condition.

J. A. HAGGLAND (#299)

P.O. Box 118

Maitland 7405

Republic of South Africa

WANTED

For 1938 Series 60 -

Complete valve train with rocker arms, push rods, springs, etc.

Glass for fender lights.

C. MONT MAHONEY (#162)

3911 Parkview Drive

Salt Lake City, UT 84124

801/277-2859

WANTED

For 1937 Series 40 -

Two 16" wheels, hubcaps, trim rings and tires (6.50 x 16). Will

TRADE two 15" wheels, hubcaps (not sure of year), trim rings and tires (not wide whites). Will pay extra for wide whites.

DOUG CROLL (#445)

2989 Greenview Dr.

Castro Valley, CA 94546

415/582-1199

WANTED for '37 Model 41

Runningboards with very good metal.

Runningboard moldings.

Glove box lock.

Rear vent window frame, left side, with very good metal.

MIKE ADLER

7 Gettysburg Drive

Englishtown, NJ 07726

201/536-1478

FOR SALE

Reconditioned Delco four-pole* voltage regulator, not NOS, don't know how well it works, \$45 shipped in continental U.S. (*Converted from 5-po

BILL OLSON

842 Mission Hills Lane

Worthington, OH 43085

614/436-7579

FOR SALE - 1938

Model 90 sheet metal: doors; rear quarters; trunk in rusty but restorable condition.

Series 40 - a few usable parts left from my parts cars; no chrome, no glass.

Buyer must arrange transportation of body parts.

GLENN SEYMOUR

8 Cedar Street

Potsdam, NY 13676

315/265-6985

Come on, folks, we need MORE PARTS ADS

PARTS FOR SALE

37	Trunk lid	(Sandblasted) (Model 41)	50.00
37	Front doors	(Sandblasted) (Model 41)	75.00 set
37	Trunk lid hold open hinge		5.00
37	Floor board trans. cover	(Special)	5.00
37	Emergence brake handel		5.00
38	Floor board trans. cover	(Century)	5.00
38	License plate light lence & cover		5.00
38	Right side tail light	(No lens)	10.00
38	Trunk spare tire mounting brakel		5.00
38	Glove box door		5.00
38	Firewall vent		5.00
38	Emergence brake handel		5.00
38	Rear fender oblong gravel gaurd		10.00
38	One running board molding	(Special)	20.00
38	Running board brakets (Century) or	(Special)	25.00 set
38	Rear bumper	(Century) or (Special)	40.00
38	Brake & clutch pedal	(Century) (N.O.S.)	25.00
38	Rear bumper brakets	(Century) or (Special)	20.00
38	Dome light with lens		10.00
38	Dome light lens only		5.00
38	Dash ash trays		10.00 set
38	Side panels	(Limited) (No louvers)	30.00 set
38	Side panels	(Roadmaster) (No louvers)	30.00 set
38	Front cowl that holds grill	(Century)	45.00
38	Beauty rims (16")	(Special)	8.00 each
38	One parking light base		2.00
38	One right side tail light base		2.00
38	Ring that holds the horn button in		5.00

All prices plus shipping charges



David A. Bylsma #117
1731 Old Calvert Ct.
Severn, MD 21144

1937-38 Buick Club Newsletter Index

Volume II, Nos. 1-9

March 1983 - August 1984

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9	10-19	Buick Dealer Service Bulletins (1 Sep 37 to 15 July 1938)
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		2. 1938 Serial ID Numbers
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		4. 1938 Vacuum Switch Timing
		5. 1938 Steering Wheel Spoke Allignment
		6. 1938-40 Body Clearances
		7. 1938 Radiis Rod Bracket Weld on Axel End for 40/60 series
		8. 1938 Steering Gear to Frame Shim
		9. 1938 Ashtray Alignment & Adjustments
		10. Carburetor Throttle Shaft Sticks
		11. Door Replacements 1937 (40/60 series)
		12. Flywheel Housing Gaskets for 1938 60/80/90 series
		13. Clock Crystal Breaking for 1938
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		15. 1938 Door Glass Binding IN Channel (80/90)
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9	6	Frank Haas #72

PHOTOS STILL NEEDED. Let us not have this publication devoted wholly to print, however useful or entertaining that may be. Pictures, I repeat, make a big difference. And let us have some people in the pictures: members, their next of kin, their friends -- maybe even their dogs, horses, goats, whatever. We all know what '37 and '38 Buicks look like, but I don't know what most of you look like. Don't be shy. A bit paunchy, wear bifocals, bald? So is it with the Editor! The Club is people, and people make the hobby. However much we may invest cars with hearts, souls, or guts, and however pleasing to the eye, they are, after all, only hunks of inanimate material. Members who go back to 1982 will remember the bank robbery scene featuring Glenn Preston's daughter as "gun-moll." Terrific. Let's have more like that. I may run it again.

NOTE. I have the printer use an inexpensive half-tone process on photos, rather than metal plates, because the cost is much less. Sharp, glossy black & white prints without great contrast between light and dark areas work best for this. Color prints are OK, but again, glossy is much better. If I get something really good, say for a cover photo, I'll go to the plate process.



ADDRESS CORRECTION REQUESTED

Worthington, Ohio 43085

842 Mission Hills Lane,

SWAP N'SELL NEWS BULLETIN

1937 Buick 1938

BULK RATE
U.S. Postage
PAID
Permit No. 159
Lancaster, OH

